

# The Hong Kong Telegraph.

(ESTABLISHED 1881.)

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SATURDAY, MAY 5, 1906.

六拜禮

五月五英港香

50 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.	
PAID-UP CAPITAL	\$10,000,000
RESERVE FUND	\$10,000,000
Sterling Reserve	\$10,000,000
Silver Reserve	\$9,500,000
RESERVE LIABILITY OF PROPRIETORS	\$10,000,000
COURT OF DIRECTORS:	
A. HAUPT, Esq., Chairman.	
Hon. Mr. C. W. DICKSON, Deputy Chairman.	
E. GOETZ, Esq.	Hon. Mr. R. SHEWAN.
C. R. LE JANN, Esq.	N. A. SIEBS, Esq.
G. H. MELLURST, Esq.	H. A. W. SLADE, Esq.
D. M. NISBET, Esq.	H. E. TOMKINS, Esq.
A. J. RAYMOND, Esq.	
CHIEF MANAGER:	
Hongkong—J. R. M. SMITH.	
MANAGER:	
Shanghai—H. E. R. HUNTER.	
London Bankers—London and County Banking Company, Limited.	
Hong Kong—INTEREST ALLOWED.	
On Current Account at the rate of 2 per cent per annum on the daily balance.	
ON FIXED DEPOSITS:	
For 3 months, 2½ per cent. per annum.	
For 6 months, 3 per cent. per annum.	
For 12 months, 4 per cent. per annum.	
J. R. M. SMITH,	Chief Manager.
Hongkong, 4th April, 1906.	[21]
HONGKONG SAVINGS BANK.	
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.	
INTEREST on deposits is allowed at 3½ per cent. per annum.	
Depositors may transfer at their option, amounts of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.	
For the HONGKONG AND SHANGHAI BANKING CORPORATION,	
J. R. M. SMITH,	Chief Manager.
Hongkong, 1st May, 1902.	[22]
DEUTSCH ASIATISCHE BANK.	
CAPITAL FULLY PAID-UP.—Sh. Taels 7,500,000	
HEAD OFFICE—SHANGHAI.	
BOARD OF DIRECTORS: BERLIN.	
BRANCHES:	
Berlin Calcutta Hankow Peking	
Tientsin Tsingtau Yokohama	
FOUNDED BY THE FOLLOWING BANKS AND BANKERS:	
Koenigliche Seehandlung (Preussische Staatsbank),	
Direction der Disconto-Gesellschaft	
Deutsche Bank	
S. Bleichroeder	Berlin.
Berliner Handels-Gesellschaft	
Bank fuer Handel und Industrie	
Robert Warthafer & Co.	
Mendelsohn & Co.	
M. A. von Rothschild & Soehne Frankfurt	
Jacob S. H. Stern	of M.
Norddeutsche Bank in Hamburg, Hamburg	
Sal. Oppenheim Jr. & Co., Koeln.	
Bayrische Hypotheken und Wechselbank	
Muenchen.	
LONDON BANKERS:	
Messrs. N. M. ROTHSCHILD & SONS.	
THE UNION OF LONDON AND SMITH'S BANK LIMITED.	
DEUTSCHE BANK (BERLIN), LONDON AGENCY.	
DIRECTION DER DISCONTO GESELLSCHAFT.	
INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.	
HUGO SUTER,	
Manager.	
Hongkong, 30th April, 1906.	[24]
NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.	
(Netherlands Trading Society.)	
ESTABLISHED 1824.	
PAID-UP CAPITAL FL 45,000,000 (L 3,750,000).	
RESERVE FUND FL 5,000,000 (L 417,000).	
Head Office—AMSTERDAM.	
Head Agency—BATAVIA.	
BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Surabaya, Cheribon, Tegal, Pecalongan, Pasuruan, Pijatap, Padang, Medan (Delhi), Palembang, Kota Radja (Acheen), Teluk-temuwe (Acheen), Banda (Acheen).	
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Hiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.	
LONDON BANKERS:	
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.	
THE Bank buys and sells and receives for collection Bills of Exchange, and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.	
INTEREST ALLOWED.	
On Current Accounts 2½ per annum on daily balances.	
Fixed Deposits 12 months 4½ per annum.	
Do. 6 do. 4½ do.	
Do. 3 do. 3½ do.	
L. ENGEL,	
Agent.	
Hongkong, 28th February, 1906.	[25]

## Dentistry.

Dr. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY,  
37 DES VŒUX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 22nd July, 1905. [70]

TSIN TING,  
LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUILAR STREET.  
REASONABLE FEES.  
Consultation Free.  
Hongkong, 20th July, 1905. [68]

## Ships.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, MANILA, COLOMBO and PORT SAID.	PEKIN, DALYAN, TIE-LING, OSAKA.	About 9th May	Freight and Passage.
SINGAPORE and BOMBAY.	PEKIN, W. R. LE MARE.	9th May, P.M.	Freight only.
For Further Particulars, apply to			
Hongkong, 5th May, 1906.	E. A. HEWETT, Superintendent.		[4]

## Intimations.

### A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS and PROVISIONS of which they have always a large assortment in stock.

The oldest established EUROPEAN BAKERS in the Colony.

Hongkong, 30th September, 1905. [6]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906. [510]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of 1½ per cent. free of tax for account of the twelve months ending last February has been declared by the Directors of the above Company. COUPON No. 6 is payable immediately at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & CO., Agents.

Hongkong, 1st May, 1906. [526]

WANTED.

A YOUNG CLERK, must be a Quick Writer and Typist.

Apply to

ROBINSON PIANO CO.

Hongkong, 2nd May, 1906. [527]

DOCTOR WANTED.

TO ACT AS SURGEON on an Emigrant Steamer.

For Particulars, apply to

BUTTERFIELD & SWIRE.

Hongkong, 21st April, 1906. [488]

TO SMOKERS.

EVERY LOVER OF A REALLY GOOD SMOKE SHOULD NEVER MISS SMOKING THE DUTCH CIGARS.

THEY are guaranteed to be the richest and the best flavoured Cigars ever imported in this Colony.

We have different varieties—

ROCCOCO.

LA GRACIOSO.

SENRITA.

Inspection earnestly solicited.

H. RUTTON JEE,

Hongkong and Kowloon.

Hongkong, 30th April, 1906. [64]

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,

Manager.

Hongkong, 22nd June, 1905. [71]

JAPAN

COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Midzuru, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasebo, Mikko, Hakodate, Taipeh, &c.

Telegraphic Address "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotan, Hokoku, Hondo, Ichinura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sashara, Tsukabura, Yoshibumi, Yoshi, Yonokbara and other Coals.

S. MINAMI Manager: Hongkong.

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THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904. [528]

D. NOMA, TATTOOER,

69, QUEEN'S ROAD CENTRAL.

Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

H. HAYNES, Manager. [25]

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM-TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1906. [531]

CONNAUGHT HOTEL.

Telephone, No. 170.

Hongkong, 15th March, 1906.

CONNAUGHT HOTEL.

Telephone, No. 170.

Hongkong, 15th March, 1906.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, elegantly furnished.

Hydraulic Elevator.

Hot and Cold Water Baths and Shower Baths.

Launch Service for Guests.

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" ..... 2,363 tons ..... Captain H. D. Jones.  
 " " "POWAN" ..... 2,338 " " " W. A. Valentine.  
 " " "PATSHAN" ..... 2,260 " " " R. D. Thomas.  
 " " "HANKOW" ..... 3,073 " " " C. V. Lloyd.  
 " " "KINSHAN" ..... 1,995 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ..... 1,998 tons ..... Captain G. F. Morrison, R.M.R.  
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.

Note—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 219 tons ..... Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday, and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

## THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ..... 588 tons ..... Captain J. Willcox.  
 " " "NANNING" ..... 569 " " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES—Canton to Wuchow ..... Single \$15.00. Return \$25.00.

Canton to Tak Hing ..... Single \$12.50. Return \$21.00.

Canton to Samshui ..... Single \$7.50.

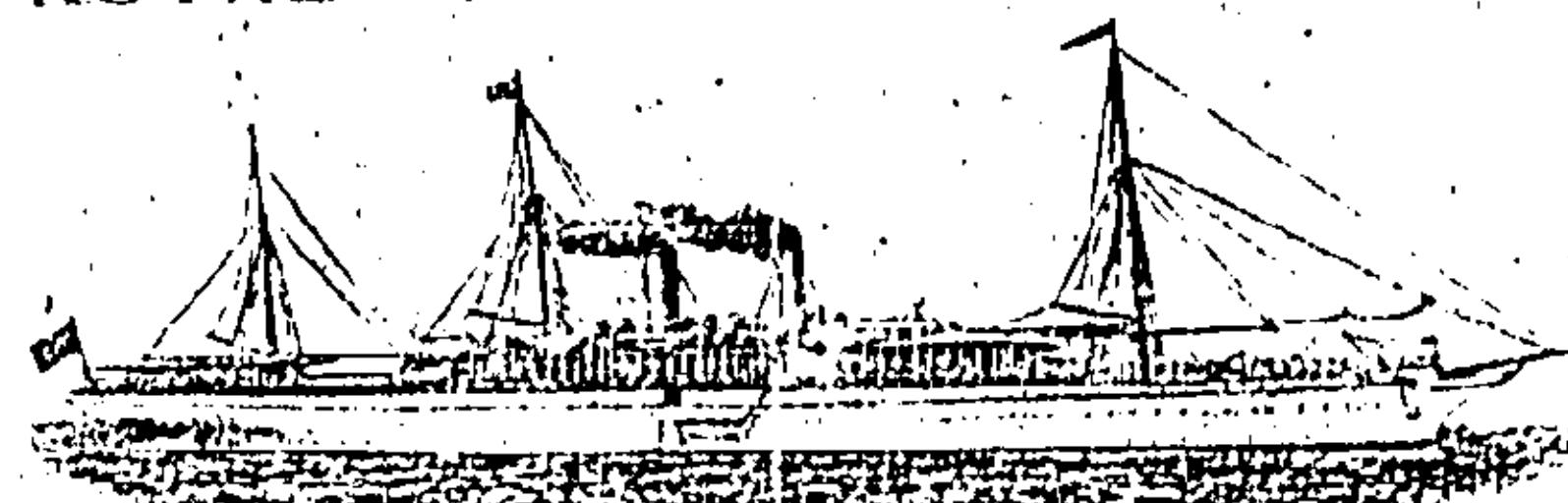
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained in the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 91, BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

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CANADIAN PACIFIC RAILWAY COY'S  
 ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER, 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).  
 R.M.S. TONS LEAVE HONGKONG ARRIVE VANCOUVER  
 "EMPEROR OF JAPAN" ..... 6,000 ..... WEDNESDAY, May 9 ..... May 30  
 "TARTAR" ..... 4,425 ..... WEDNESDAY, May 23 ..... June 16  
 "EMPEROR OF CHINA" ..... 6,000 ..... WEDNESDAY, May 30 ..... June 20  
 "EMPEROR OF INDIA" ..... 6,000 ..... WEDNESDAY, June 20 ..... July 11  
 "ATHENIAN" ..... 2,440 ..... WEDNESDAY, June 27 ..... July 21  
 "EMPEROR OF JAPAN" ..... 6,000 ..... WEDNESDAY, July 11 ..... August 1

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA of JAPAN), KORE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVER-LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Hongkong to London, 1st Class ..... 1st St. Lawrence £61. Hongkong to London, Intermediate on Steamer, and 1st Class Rail ..... £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Hongkong, and May, 1906.

Corner Pedder Street and Praya, opposite Blake Pier. [13]

## HAMBURG-AMERIKA LINIE.

## OSTASIASTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GEMOA, PORTS OF THE LEVANT; BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.  
 SILVIA ..... HAVRE, BREMEN and HAMBURG ..... 12th May Freight and Jäger  
 (Calling at SPOKE, PENANG & COLOMBO).  
 JSTRIA ..... MARSEILLES and HAMBURG ..... 15th May Freight, Girtenbrau ..... (Calling at SPOKE, PENANG & COLOMBO).  
 O. FERD. LAEISZ ..... MARSEILLES, HAVRE & HAMBURG, Meyerdercker ..... (Calling at SPOKE, PENANG & COLOMBO).  
 SITHONIA ..... HAVRE and HAMBURG, Brohmer ..... (Calling at SPOKE, PENANG & COLOMBO).  
 ANDALUSIA ..... HAVRE and HAMBURG, Schmidt ..... (Calling at SPOKE, PENANG & COLOMBO).  
 ACHILIA ..... HAVRE and HAMBURG, Schuelke ..... (Calling at SPOKE, PENANG & COLOMBO).  
 RHENANIA ..... HAVRE and HAMBURG, Förck ..... (Calling at SPOKE, PENANG & COLOMBO).  
 VANDALIA ..... NEW YORK, Haase ..... (Calling at SPOKE and PENANG).  
 (With liberty to call at the Malabar Coast). 10th May Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin staterooms. Lighted throughout by Electricity. Only qualified Doctors are carried.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, Kipp's Holdings. [15]

Hongkong, 1st May, 1906.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;  
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

## STEAMERS.

## SAILING DATES.

SACHSEN ..... WEDNESDAY, 9th May.  
 PRINZ HEINRICH ..... WEDNESDAY, 23rd May.  
 ROON ..... WEDNESDAY, 6th June.  
 PREUSSEN ..... WEDNESDAY, 20th June.  
 Zieten ..... WEDNESDAY, 4th July.  
 GNEISENAU ..... WEDNESDAY, 18th July.  
 SAVERN ..... WEDNESDAY, 1st August.  
 PRINZ REGENT LUITPOLD ..... WEDNESDAY, 15th August.  
 PRINZ EITEL FRIEDRICH ..... WEDNESDAY, 29th August.  
 SACHSEN ..... WEDNESDAY, 12th September.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. o. o.	£42. o. o.	£22. o. o.
Return	91. o. o.	63. o. o.	33. o. o.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	66. o. o.	36. o. o.
TO NEW YORK via SUEZ:	61. o. o.	44. o. o.	26. o. o.
VIA NAPLES, GENOA or GIBRALTAR	115. o. o.	79. o. o.	47. o. o.
Return	68. o. o.	46. o. o.	27. o. o.
VIA BREMEN or SOUTHAMPTON	123. o. o.	83. o. o.	49. o. o.
Return			

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British Indin S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamer from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,  
 VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HIRBERTSHOFHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

## (Subject to alteration).

## STEAMERS.

## TONS.

WILLEHAD ..... 4,703 ..... TUESDAY, 29th May.  
 PRINZ WALDEMAR ..... 3,227 ..... TUESDAY, 26th June.  
 PRINZ SIGISMUND ..... 3,302 ..... TUESDAY, 24th July.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	£50.00	£30.00	£20.00
TO NEW GUINEA	£18.10	£14.00	£10.00
TO BRISBANE	£30.00	£14.00	£10.00
TO SYDNEY	£33.00	£23.00	£15.00
TO MELBOURNE	£34.10	£24.00	£16.00
TO YOKOHAMA	£80.00	£60.00	£40.00
TO KORE	£95.00	£70.00	£50.00
TO YOKOHAMA & back from KORE to HONGKONG	£140.00	£100.00	

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE HEAD AGENCY.

10 THE HEAD AGENCY

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st Floor, Hongkong, 1st May, 1906.

[15]

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHS, 41 &amp; 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE.

Mon., Tues., 10th September, 1906.

KWONG SANG &amp; Co., No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies, Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &amp;c., &amp;c.

Latest style of Ladies' Blouses and Gentle-men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

[16]

TAI KWONG CO., 109, Des Voeux Road Central, Hongkong, 10th April, 1906.

[17]

## Estimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 96 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates, and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required, and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

## Intimation.

**Powell's**

**NEW DRESS FABRICS**  
for  
**SUMMER GOWNS**  
are  
wonderfully cheap.

**MUSLINS**

from 25 cents  
per yard.

**FRENCH DELAINES**

\$1  
per yard.

**TENNESSEE COLOURED DRESS****LINENS**

will wash and wear  
splendidly,  
75 cents per yard.

**VOILES, NAINSOOKS, ZEPHYRS, LAWNS,**

&c., &c.,

in large variety.

**FIRST-CLASS DRESSMAKING**

At  
very moderate charges.

**W.M. POWELL, LTD.**

Alexandra Buildings,  
HONGKONG.

Hongkong, 1st May, 1906.

## Intimations.

K. A. J. CHOTIRMALL & CO.,  
8, D'AGUILAR STREET.

## NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese  
Silk Piece Goods,  
Silver Wares,  
Rare Embroideries,  
Grass Cloths,  
&c., &c.,  
SUITABLE BOTH FOR  
LADIES AND GENTLEMEN.

Ladies' Blouses  
AND  
Gentlemen's Pyjamas  
SUITS SPECIALITY.

Prices exceptionally cheap.

Inspection earnestly solicited.  
Hongkong, 4th May, 1906.

THE TRADE MARKS ORDINANCE,  
1898.

APPLICATION FOR REGISTRATION OF  
TRADE MARKS.

NOTICE is hereby given that the BRADFORD DYERS' ASSOCIATION, LIMITED, Registered Office, 39, Well Street, Bradford, Yorkshire, England, Dyers, has on the 18th day of October, 1905, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Marks:—  
1. The representation of "Chinese Castanets."  
2. The distinctive device known as "Jui" or Chinese lucky Stick.  
3. The representation of a lot of Chinese books.  
4. The Chinese characters (羅華染坊公司) being the Hong name of the Applicants;

in the name of the BRADFORD DYERS' ASSOCIATION, LIMITED, who claim to be the sole proprietors thereof.

All the Trade Marks are intended to be used by the applicant Company forthwith in respect of the following goods:—

Silk Piece Goods, in Class 31, and Cloths and Stuffs of Wool, Worsted or Hair, in Class 34.

The Trade Mark No. 4 has been used for about 2 years in respect of Cotton Piece Goods of all kinds, in Class 24.

Dated the 3rd day of March, 1906.

DENNYS & BOWLEY,  
Solicitors for the Applicants.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from Miss CALDWELL, to sell by PUBLIC AUCTION, ON

FRIDAY AND SATURDAY, the 11th and 12th May, 1906, commencing each day at 2 P.M., sharp, within her residence, Des Vieux Villas, the Peiki.

THE WHOLE OF HER  
VALUABLE HOUSEHOLD FURNITURE  
THEREIN CONTAINED  
Comprising:—

DOUBLE and SINGLE IRON BED-STEADS with WIRE and RATTAN MATTRESSES, TEAKWOOD WARDROBES with GLASS, OVERMANTELS, MARBLE-TOP WASHSTANDS, TEAKWOOD EXTENSION DINING TABLES and CHAIRS, DINNER WAGONS, E.P. GLASS and CROCKERY WARE, PICTURES, CAR-PETS and RUGS, BRASS VASES and ORNAMENTS, 2 Singer's THREADLESS SEWING MACHINES, COOKING STOVE and UTENSILS, &c., &c., &c.;

ALSO  
A large quantity of PLANTS in Pots. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 4th May, 1906.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

THURSDAY, the 14th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, COMPLETE CEMENT FACTORY,

Originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of proprietor Mr. Hereditary Honorary Citizen Anatoly Charlamievitch Tefjukow of Saigenvro.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of:—

LOCOMOTIVES (Wolf, Magdeburg), MILLING MACHINES, (Smidt Copenhagen), COOLING INSTALLATIONS (Atlas Fabr., "), ELECTRICAL, (Alg. Elect. Comp., "), TRUCKS, &c., (Orenstein & Koppel), &c., &c., &c.

All in all the whole plant is very nearly the same as the Factory Kljaksdorph, near Malmo in Sweden.

Specifications of the Machines and accessories as well as any further information may be obtained from—

SIMMSEN & CO.,  
Hamburg & Hongkong,  
and  
LAWYER BUBNOFF,  
in St. Petersburg, Wassili Ostrow,  
4 Linie, Haus No. 5,  
as well as from the Auctioneers,  
Messrs. HUGHES & HOUGH,  
Hongkong, 1st May, 1906.

[528]

## ALL FOOL'S DAY.

April and Spring together  
Are calling the world to play!  
No waiting to wonder whether  
'Tis wise to run in the heather!  
Let the pedants preach and blather!  
To-day is All Fools' day.

April and Spring are calling,  
"Come out and be foolish and play!"  
And who would stop and be drawing  
Maxims and saws appalling,  
When Nature herself is falling  
To folly on All Fools' day?

Thro' the April grass Love rushes,  
Nor needs what the wise folk say,  
The song of larks and of thrushes,  
The laughter of Love and his blushes,  
The flowers and the trees and the bushes  
Call us on All Fools' day!

The volumes of all the Sages  
Will fail and die and decay;  
But Love, thro' the ages of ages,  
Offers his certain wages  
To those who turn to the pages  
Of Life, on All Fool's day!

Some toil and sweat after pleasure,  
And toil till the hair grows grey;  
But here, you can find, at your leisure,  
The Spring's ineffable treasure;  
The splendour of Life beyond measure,  
In the country, on All Fools' day.

*—Pull Mall Gazette.*

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadourie & Co. write on the 4th instant, as follows:—Since the issue of our last report there has been a better inquiry for most of our stocks which has resulted in giving the market a better tone.

Banks.—Hongkong & Shanghai Banks have been done in small lots at \$865 and \$860, but close quieter at the latter rate. Nationals have changed hands at \$38.

Marine Insurances.—Cantons continued in demand at \$355, but without business. North China are reported sold at Tls. 92. Unions have advanced to \$775 ex the dividend of \$30 paid on 30th ult., and are wanted at this rate. Yangtze are unchanged at Tls. 175.

Fire Insurances.—China Fires continue at offer at \$86. Hongkong Fires have sellers at \$305.

Shipping.—China and Manilas have been placed at \$170 and are still in request. Douglas have been done at 140 and there are more buyers at this price. Hongkong, Canton and Macao Steamboats are unaltered at \$25. Indo, continue quiet and are still offering at \$22. Shell Transports are quiet at 27/. Shanghai Tugs have improved and are wanted at Tls. 62 and Tls. 50 (preference shares). Small sales of Star Ferries have taken place at \$32 and \$22 for the old and new shares respectively, but shares are in further request at higher rates for the old.

Refineries.—China Sugars are still offering at \$175, but there are probable buyers at a slightly lower rate. Luzons are without business at \$25. Perak Sugars have again come into favour and sales are reported at Tls. 85.

Mining.—Chinese Engineerings are slightly with buyers at Tls. 10.10 ex the dividend of 1/- paid on 1st inst. Raubs are quoted at \$3.

Docks, Wharves and Godowns.—Sales have been effected off Hongkong and Whampoa Docks at rates between \$160 and 165, but towards the close sellers predominate at \$164. Farnhams have been sold in the North at Tls. 119. Kowloon Wharfs can be obtained at \$105. Hongkong Wharfs are still quoted at Tls. 225.

Lands, Hotels and Buildings.—Hongkong Lands have further improved with buyers at \$119, but no shares are forthcoming. Shanghai Lands have changed hands at Tls. 119. Kowloon Lands are procurable at \$39 and West Points have been fixed at \$13. Hongkong Hotels have declined and can be had at \$132.

Cotton Mills.—Rates are steady, but with very little business. Ewos are inquired for at Tls. 74. Hongkong Cottons rule weak with sellers at \$16. Soey Chees have jumped to Tls. 320 and are wanted.

Miscellaneous.—Green Islands are offering at \$20. China Light and Powers have been dealt in to some extent at \$10 and \$10 1/2 with further inquiries. Dairy Farms have been fixed at \$34 and 13. Ices are steady at \$240. Providents are quiet at \$9. Watsons have been sold at \$34 and 13. In their report just issued it is proposed to pay a further dividend of 5% (making 10% for the year) which will absorb 145,000 to write off furniture, fittings, &c. \$15,000 and to carry forward to 1906 account \$7,744.94. Wm. Powell's have sellers at \$14.

Cotton Mills.—Rates are steady, but with very little business. Ewos are inquired for at Tls. 74. Hongkong Cottons rule weak with sellers at \$16. Soey Chees have jumped to Tls. 320 and are wanted.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 4th May, 1906.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

THURSDAY, the 14th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, COMPLETE CEMENT FACTORY,

Originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of proprietor Mr. Hereditary Honorary Citizen Anatoly Charlamievitch Tefjukow of Saigenvro.

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and  
LAWYER BUBNOFF,  
in St. Petersburg, Wassili Ostrow,  
4 Linie, Haus No. 5,  
as well as from the Auctioneers,

Messrs. HUGHES & HOUGH,  
Hongkong, 1st May, 1906.

[528]

## NOTICE.

## FOUNDED IN HONOUR.

No doubt you have seen in the papers such announcements as this—concerning some medicine or other:—"If, on trial, you write that this medicine has done you no good we will refund your money."—Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

## WAMPOL'S PREPARATION.

are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hun-Stucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

## A. S. WATSON &amp; CO., LIMITED.

NOTICE is hereby given that the TWENTY-FIRST ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Offices of the Company in Alexandra Buildings, on SATURDAY, the 12th instant, at 11.30 A.M., for the purpose of presenting the Report of the General Managers together with a Statement of Accounts to the 31st December, 1905.

The REGISTER of SHARES will be CLOSED from WEDNESDAY, the 9th inst., to TUESDAY, the 15th inst., both days inclusive, during which period no Transfer of Shares will be Registered.

## JOHN D. HUMPHREYS &amp; SON,

General Managers.  
Hongkong, 3rd May, 1906.

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## THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the SEVENTEEN ANNUAL ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 12th May, 1906, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1906, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 28th April to 12th May, both days inclusive.

## By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd April, 1906.

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## NOTICES of Firms.

## NOTICE.

M. R. P. W. GOLDRING'S connection with the firm of Messrs. BRUTTON, HETT and GOLDRING having been severed by mutual consent, the business heretofore carried on under that name will as from this date be continued at Nos. 39, 41 and 43, Des Voeux Road, under the name of Messrs. BRUTTON & HETT, and Mr. P. W. GOLDRING will carry on business under his own name No. 10, Queen's Road Central.

Dated May 1st, 1906.

## BRUTTON &amp; HETT.

PHILIP W. GOLDRING.

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## NOTICE.

## Intimations.

A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL  
DISINFECTANT,  
GERMICIDE  
DEODORISER

CHEAP

HARMLESS  
EFFECTIVE

A. S. WATSON &amp; CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

BAHADUR

CIGARS.

THE  
PREMIER CIGAR  
OF  
INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor &amp; Co.,

SOLE AGENTS.

Hongkong, 8th July, 1906.

NOTICE.  
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Street, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any remitted MS., nor to return any contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY - \$10 per annum.

WEEKLY - \$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. Or copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

Thus, 4.11% of the officers serving in foreign vessels visiting the Port were of British nationality—a decrease of 2.51%, with a decrease in number of ships and of officers borne therein. As regards the crews the British vessels carried 30,983 British, 2,818 other Europeans, and 108,032 Asiatics; while the 383 foreign vessels carried 1,119 British, 42,553 other Europeans, and 78,260 Asiatics.

Hence, in British vessels:—

21.8% of the crews were British.

1.9% " " Other Europeans.

76.2% " " Asiatics.

And in foreign vessels:—

1.0% of the crews were British.

34.9% " " Other Europeans.

64.1% " " Asiatics.

The deduction is, that there is a growing tendency, when compared with previous years, for vessels to employ their own nationals to the exclusion of Asiatics and other Europeans. The Hon. Captain Barnes Lawrence's report teems with interesting compilations and comparative statistics, and it is not possible for full justice to be done to them in a single notice within the short space at our disposal. But sufficient information has been extracted therefrom to show that a Department which is capable of collecting a sum of not less than \$300,567.76 for the Colonial Revenue out of dues and other charges admittedly small—and judiciously to retain the pre-eminent attractiveness of the port as a gateway of cheap tolls to the trading marts of China—is one which must earn the gratitude of the inhabitants whose very prosperity must be correlative with the importance of the port as a shipping centre. There is the extremely gratifying truth that each year a fresh record is presented with the casting up of the shipping returns for the Colony, and there is little danger that, given the present administration of affairs governing the shipping interests of Hongkong, the Colony will not continue to prosper and show from year to year a record on its predecessor.

## MARRIAGE.

On April 23rd, at Yokohama, MARCOS MIGUEL NAVARRO, of Hongkong, to MARIA ADELAIDA RANGEL FERREIRA GORDO, eldest daughter of Gerardo de St. Anna Ferreira Gordo, of Yokohama.

DEATH.

On the 4th May, 1906, at London, H. M. BEVIS, of the Hongkong and Shanghai Banking Corporation. (By cable). [537]

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 5, 1906.

## A PROGRESSIVE PORT.

The gross tonnage of the shipping entering and clearing at Hongkong has been noted in a previous article when the summarized returns were issued by the Harbour Department earlier in the year. In the Gazette to-day appears the interesting report of the Harbour Master for 1905, wherein the earlier returns are amplified by details, explanatory and statistical, relating to the shipping of the port for the past year. The total tonnage shows Hongkong to be a progressive port; it amounted to 34,165,091 tons, being an increase, compared with 1904, of 622,305 tons, and the highest tonnage yet recorded. Eight thousand one hundred and thirty-three steamers, 22 sailing ships, and 900 steamships under 60 tons in foreign trade, entered during the year, giving a daily average entry of 24.81, as compared with 23.25 in 1904. If the figures for foreign trade junks are added, the daily average would be 70.5, as against 70 in 1904. For ocean vessels under the British flag the report shows a decrease of 320 ships of 36,410 tons. This decrease, the Hon. Capt. Barnes Lawrence explains, loses any significance it may at first sight appear to possess when viewed in conjunction with his report for 1904, where an increase appears of 352 ships of 930,300 tons, which is shown to be practically due to special circumstances connected with the late war. These special circumstances being removed with the advent of the Baltic Fleet in Far Eastern waters in April, 1905, the shipping tended to return to its normal state, and we are left with a net increase over the figures for 1903 (neglecting those for 1904) of 32' ships of 89,380 tons. This seems to show a continuation of the general increase in size of British ships trading to the Far East. And for purposes of comparison it may be useful to reproduce the figures relating to foreign ocean vessels, which show an increase of 149 ships of 469,938 tons. Here again, reference to the 1904 report is necessary in order properly to appreciate the significance of the figures. During that year, on account of the war, there was the enormous decrease of 1,149 ships of 1,910,589 tons, of which Japanese shipping accounted for 834 ships of 1,809,000 tons. The causes militating against the employment of Japanese ships were not removed until late in 1905; indeed, they are not completely removed even now, so that the increase now shown is but the partial restoration to normal conditions, and should really be read as a net decrease, on the figures for 1903, of 1,000 ships of 1,440,951 tons. Much has been written and said of the employment of aliens on board British ships. An examination of the returns before us will reveal the exact state of things in so far as ships entering this harbour are concerned. We have it incontestably established that the 565 British vessels carried 3,793 British officers and 30 foreign officers, as follows:—

British	3,793
Dutch	2
Norwegian	1
Swedish	1
United States	26
Total	3,823

Thus, the proportion of foreign officers serving in British vessels was 0.99%, comprising four nationalities—a decrease of 0.08%, with an increase in number of officers borne, in a slightly decreased number of vessels. The 383 foreign vessels carried 2,895 officers, of whom 119 were British, as follows:

In Chinese vessels	80
" French "	2
" Japanese "	8
" United States vessels	19
Total	119

LIEUTENANT A. GOU, Inspector of Army Schools, left per s.s. *Devanha* to-day for Colombia, on inspection duty.

THE revenue collected for the working of cargo on Sundays in the harbour, last year, was \$41,475; this was \$5,850 more than in 1904.

THE old man, aged 62 years, who was picked up in Connaught and West on Thursday morning with a fractured head and a broken leg, and who stated that he fell off a tramcar, has since died in hospital.

EFFORTS are being made in Bangkok to raise the hull of the s.s. *Hongkong* which recently ran aground and turned over on the bar of the Bangpakong river, when bound for Pathein. Details of the mishap are not yet to hand.

On the 31st December, 1905, there were 276 steam-launches employed in the harbour: 169 were licensed for the conveyance of passengers, 147 were privately owned, 15 were the property of the Government, and 5 belonged to the Imperial Government in charge of military authorities.

SIXTY-FOUR thousand three hundred and forty-one emigrants left Hongkong for various places during last year; of these, 48,289 were carried by British ships and 16,034 by foreign ships; 14,483 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 113,796 were brought in British ships and 25,585 by foreign ships.

THE Opium Farm excise officers were apparently kept busy last night in making raids and arrests, considering the number of cases they had for trial this morning. In the majority of cases the illicit opium found on the premises they raided was large. The fines imposed by Mr. F. A. Hazeland on the defendants amounted to about \$1.00.

THE Great Thurston opens his season here this evening. Judging from the very large booking it is expected the theatre will be crowded. There has been a small army of men working on the Theatre Royal stage for the past four days preparing for the opening performance to-night. Special trams will be run to the Peak after the performance.

A COOLIE was charged before Mr. F. A. Hazeland at the Magistracy this morning, at the instance of Inspector Smith, for being in possession of a dagger without the required permit. The defendant was arrested on board the s.s. *Tai Oi* last evening with the weapon in his pocket. He said he was taking it to Canton for a friend. His Worship fined him \$10, and ordered the confiscation of the dagger.

"I WAS walking along Wong-nei-chong Road yesterday and he got me by the collar and thumped me. I asked him what he meant by it, and he said I owed him money. I replied: 'If I owed you money you need not handle me like that, I will pay him when I get money.' Such was the excuse made by a coolie at the Police Court this morning, when charged with fighting another defendant in the street. Mr. F. A. Hazeland fined them \$3 each.

INDIAN Sergeant 690, who was arrested and charged with seriously assaulting a hawk in West Point recently, was brought up on remand at the Police Court to-day. It will be remembered it was first stated that, in consequence of the hawk undergoing an operation for a rupture, he was not expected to live. Latest information from the Government Civil Hospital to-day is to the effect that the hawk is progressing favourably and is expected to be discharged from hospital on the 19th instant. The case has been adjourned for a week.

THE Committee appointed by the War Office for the investigation of the services rendered by each officer and man belonging to the Japanese Army in the Japan-Russia War is expected to complete its labours by the middle of next month. The total number of soldiers and others attached to the Army who are to receive honours in connection with the war is estimated at about 1,220,000. About 170 of this enormous number are officers holding the rank of general, 2,200 field officers; 21,600 company officers; 6,300 other commissioned officers; 223,600 non-commissioned officers; 802,670 private soldiers and 102,000 civil officials under son-in rank.

ONE of those, by no means curious, "accidents" occurred in Des Voeux Road about noon to-day, whereby an altercation, and a little bit of "fist play," resulted, which certainly appeared justifiable, writes a correspondent. The writer says it was by no means curious, because it is a matter of wonder that such "accidents" do not happen every day, with the really "curious" laxity with which the peripatetic coolie is allowed to perambulate the streets of this Colony, with a six to eight foot bamboo pole across his shoulder, at any angle he chooses to carry it, and in any locality of the Central district he cares to take up at his "happy hunting ground." But be that as it may, in this instance, according to our correspondent, the bamboo-carrier, at any rate for once, got his deserts, for traversing the sidewalk near the Harbour Office, and utterly regardless of where he was going, or what he was doing, he knocked the hat of a European gentleman into the gutter, by a sudden turn of his pole. Now, the gentleman was not accustomed to having his hat knocked into gutters, and was, moreover, a sojourner from "Far Cathay," so he took the law into his own hands, and the coolie did not like what he did to him. There is a good deal to be said on our correspondent's behalf, but, unfortunately, the Court has held that a bamboo, carried on the side-walk, on the shoulder of a coolie, is no obstruction, and, therefore, the coolie is held innocent if any accident occurs through his carrying the bamboo pole, unless it can be proved that his own carelessness caused the accident.

A TAILOR residing in Li Yuen Street, Central district, received an order a few days ago for six pairs of trousers. He was apparently busy at the time, so getting the necessary pattern of cloth, buttons, etc., he gave same to an old woman to make the clothes with. A day or two later on passing the street he discovered that the woman was missing from her usual position. Inquiries were made and it was learnt that the woman had pawned the cloth in various pawnshops and had left the city. The tailor appeared at the Police Court to-day and applied for an order from the Court to get back his property from the pawnbrokers. After various law-books had been consulted, his Worship adjourned the application until Wednesday next, to allow certain Chinese pawnbrokers' entries to be produced.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 5th at 12.5 p.m. The barometer has risen over E. Japan and fallen W. Japan, the Loochoos and the China coast.

A depression appears to be developing over Central China. Pressure is high over N. Japan.

Light to moderate SE. and S. winds are indicated in the Formosa Channel and over the N. part of the China Sea, accompanied by fog along the coast.

Forecast—light to moderate SE. winds; thunder showers.

## ALLEGED MURDER ON A JUNK.

## COAL COOLIE KILLED.

There was much excitement, among the coolies, at Yau-mati, yesterday, when it was learnt that a coal coolie had succumbed to injuries received on board a coal junk. Information soon reached the police, and Inspector Macdonald, accompanied by two detectives, made for the Panya, boarded coal junk No. 941, and arrested two men, who are alleged to have killed the man. Their names are Fung Kai Shing and Chung Shu. On arrival at the station the prisoners were placed under lock and key and policemen were despatched to learn the cause of the alleged murder. It transpired that at about one o'clock yesterday afternoon the junk was moved alongside a wharf in Yau-mati Bay, discharging coal for Mongkok. The prisoners were in the hold shovelling coal, while deceased was at work on deck. On the starboard side of the junk, near the bow, was an old coal basket in a dilapidated condition, and in sweeping the deck, deceased picked up the basket and threw it overboard. Nothing was said until the men returned from their mid-day meal. Then Fung Kai Shing, the first prisoner, went to look for the basket. He made inquiries of the other coolies as to the missing basket, and learnt later that deceased, Mak Kwa, had thrown it into the sea, while he was cleaning the deck of the boat. Fung Kai Shing, it is said, became enraged, ran up to the deceased man and cried: "You have thrown my basket overboard. Why did you do it?" The basket he wanted to take home to use as firewood, and getting no reply from deceased, he is alleged to have struck him a blow on the chest, which was quickly followed by a kick while the unfortunate man was falling. Further reports say that the second prisoner, Chung Shu, at this moment, joined in, and both of them assaulted the coolie. Afterwards they returned to work, and the coolie went into the fore cabin. He had no sooner arrived there than he commenced vomiting, and a few minutes later expired, as a result, it is averred, of a ruptured spleen. On the arrival of the police, the deceased was removed to the Yau-mati mortuary, and the alleged murderer taken in charge. At the instance of Inspector Macdonald, at the Magistracy to-day, Fung Kai Shing and Chung Shu were charged with the murder of Mak Kwa in Yau-mati Bay yesterday afternoon. The defendants pleaded "not guilty."

A Chinese detective said that, about two o'clock yesterday afternoon, he went on board the junk in question, which was lying alongside the wharf at the Kowloon coal yard, Mongkok. When he arrived on board, the defendants were pointed out to him by another coolie as the two men who assaulted the deceased. He then arrested them. Witness also saw the dead body of the deceased in the fore cabin. When he took the defendants in charge, he cautioned them, and the defendants admitted assaulting the deceased. The case was remanded.

## FOREIGN HOTELS IN JAPAN.

## AN AMBITIOUS SCHEME.

FOREIGN tourists coming to this country have considerably increased in number this year, says a Japanese vernacular journal, and the necessity is now felt more keenly than ever for making their sojourn in Japan more comfortable, and so to attract even a larger number of visitors. The opinion prevails in business circles that a large hotel should be constructed in Tokyo, with a capital of from Y2,000,000 to Y3,000,000, and that this example should be gradually followed in other ports and in the interior. At first such hotels may not pay, and it is therefore urged that subsidies should be granted by the State or local Municipalities. Some movement in this direction will shortly be taken, it is reported.

Even before the war the money spent by foreign tourists in Japan amounted annually to between twenty and thirty million yen. It is maintained that it is disconcerting to provide hotels that do not afford comfort to foreign visitors, and moreover it is a growing loss to Japan. This new bridge across the Zambezi river, Africa, is the highest in the world. It is of the cantilever style, and crosses the river for a distance of 650ft. at a height of 420ft. from the low-water level to the rails, or about 380ft. from high water. It consists of three spans, and is about 30ft. wide.

A TAILOR residing in Li Yuen Street, Central district, received an order a few days ago for six pairs of trousers. He was apparently busy at the time, so getting the necessary pattern of cloth, buttons, etc., he gave same to an old woman to make the clothes with. A day or two later on passing the street he discovered that the woman was missing from her usual position. Inquiries were made and it was learnt that the woman had pawned the cloth in various pawnshops and had left the city. The tailor appeared at the Police Court to-day and applied for an order from the Court to get back his property from the pawnbrokers. After various law-books had been consulted, his Worship adjourned the application until Wednesday next, to allow certain Chinese pawnbrokers' entries to be produced.

## THE COLONIAL CEMETERY.

## PROPOSED EXTENSION.

It is officially notified that, as it has become necessary to extend the Colonial Cemetery at Happy Valley, and as the work will interfere with some existing graves, it is proposed, reverently and decently, to take up the remains in certain graves, to re-inter them in adjoining ground in proper order and to re-fix the existing monuments or tombstones over them.

Survivors, friends or relatives who may desire to make any objection to this removal are requested to address the Colonial Secretary within three months.

Particulars of the graves are as under:—

Rank and Name.	Date.
Robert Joseph Lachlan, Chief Officer of the Ship <i>Gertrude</i>	6th July, 1860.
John Lake, Private, Royal Marine Light Infantry, H.M.S. <i>Impereus</i> .	10th July, 1861.
W. A. Williams, A.B., H.M.S. <i>Petrel</i> .	6th Aug., 1

## TELEGRAMS.

THE "BENTONG" COLLISION.  
CAPTAIN REPRIMANDED.  
GALLANTRY OF CREW COMMENDED.  
[From Our Own Correspondent.]

Singapore, 5th May,  
1.26 p.m.

A Court of Inquiry into the circumstances surrounding the loss of the *Bentong* [previously reported in these columns] has been held.

Captain Penn, of the *Bentong*, has been reprimanded; while Captain Howe, of the *Haversham Grange*, has been cautioned.

The Court commanded the officers of the *Haversham Grange* for their sinist work in saving the passengers and crew of the *Bentong*.

Several of those who were on board the *Bentong* at the time of the collision are still missing.

[Reuter's.]

Russia.

LONDON, 3rd May.

The correspondent of the *Telegraph*, in St. Petersburg, says that M. Durnovo, the reactionary, has been dismissed, and is succeeded by M. Gorenkin, an extreme bureaucrat, and an enemy of Count Witte, whose resignation is ascribed to ill health, but is really due to the impossibility of fighting the reactionaries.

[Manila Cablenews.]

The Dry Dock "Dewey."

New York, 30th April.

A dispatch has been received from Port Said to the effect that the great American naval dry dock *Dewey* may not be able to go through the Suez canal. The can authorities have been widening the canal in spots for some weeks, there being only a few inches at some places between the side of the dock and the canal banks.

It is feared now that the dock will be wedged in the canal and become a menace to traffic.

THE S.S. "CHUKONG."

SURVIVORS ARRIVE IN PORT.

When the s.s. *Haiman* arrived in port to-day she brought with her thirteen survivors of the disaster to the ill-fated *Chukong*, two-jining her at Amoy and eleven at Swatow. These comprised the only European survivor, Mr. Rutter, chief engineer of the vessel, and the Chinese second engineer, boatswain, two quartermasters, and nine Chinese members of the crew. We understand that a Court of Inquiry is likely to be held in due course into the cause of the loss of this vessel.

GAP ROCK SIGNAL STATION.

In his annual report for 1905, the Harbour Master says: Owing to exceptional weather conditions at this station the telegraph cable was broken close to the Rock on the 26th of July. Temporary repairs were effected by the 8th August, and the line was in good working order. A telegraph cable ship then became available, and her services were engaged to make permanent repairs, which were completed on the 24th August. Unfortunately, the shore end of the cable was not properly secured on the Rock, with the result that the cable again parted during the typhoon of the 30th August. The N.E. monsoon setting in shortly after this rendered the work of repairing extremely difficult, and communication was not restored until the 14th December, since which date the line has worked without a hitch, though the cementing in of the shore end has not been completed on account of the heavy sea.

Notwithstanding these interruptions of communications, 618 vessels were reported from Gap Rock, in addition to 20 messages received and 2,001 sent, including weather reports to the Observatory. One hundred and ninety hours and ten minutes of fog were reported from this station during the year, and the fog signal gun was fired 1,733 times. On two occasions the relief was delayed by the rough sea.

SALE OF CAPTURED STEAMERS.

THE SUCCESSFUL TENDERS.

The result of the public tenders for the purchase of fifteen steamers captured by the Japanese during the war was announced by the Navy Department on 24th ult. The tenders of Messrs. Samuel Samuel Co., Y151,500 for the *Ryuhi-maru* and Y134,250 for the *Montava* were accepted. Mr. T. Toriyama secures the *River* (?) for Y1,000, and the *Yaura-maru* for Y45,000. The *Henry Bolckow* is purchased for Y21,500 by Mr. K. Utsunomiya; the *Utsunomiya* for Y4,800 by Mr. G. Isawa; the *King Arthur* for Y30,000 by Mr. Hanada; the *Bowery* for Y79,867 by Mr. N. Takeuchi; and another steamer was secured by Messrs. Liban & Co. (?) for Y14,300.

For the *Sedman* Y55,000 was bid, and for the *Nagoya-maru* Y31,000, but these tenders were rejected as not reaching the reserve price. These two steamers, with four others, will be offered to public tender shortly, further particulars of which will be announced.

## TELEGRAMS.

[Manila Times]  
THE SAN FRANCISCO CATASTROPHE.  
GREWSOME SCENES.  
THE FOOD PROBLEM.

Singapore, April 27, 10.15 p.m.

In the exhuming of the bodies in the ruins several grecs scenes have been witnessed. Last night while workmen were clearing off the debris of some of the ruined buildings a number of the bodies found bore traces of having been gnawed by dogs which have been rendered savage by the scarcity of food.

So far there are no signs of any epidemic, although such had been feared by medical men. Some few cases of pneumonia have occurred, but it is not epidemic.

General Greely, who has been in command of the troops since the earthquake, has applied for reinforcements. He declares that the force now at his command is inadequate to meet the emergency and give protection to the public. In spite of the stern measures of the military and the state militia, looting is still practised.

In response to the request of the Citizens Committee General Greely has suspended martial law.

The insurance companies are already disbursing funds which is affording some relief.

As the search for the bodies buried in the ruins progresses the dead list continues to grow. It is now feared that it will reach 1,500. The casualty list is heavy and the hospitals are full.

The swarm of refugees who have taken shelter in Oakland has told heavily upon the resources of that city and food supplies are running short. It has been decided to build a large dock at Oakland to accommodate vessels with supplies.

## TEN SQUARE MILES BURNT.

San Francisco, April 29, 12.40 p.m.

The problem of transportation and distribution of supplies to feed the hungry is proving tremendous. In some places thousands of people have gone without food for two days and are in a state bordering on starvation. Heroic efforts are being made to overcome difficulties and within a few days all danger of famine should have passed.

The earlier reports of the extent of the burned area are now discredited. The space ravaged by the flames comprises fully ten square miles. It is still difficult to gauge the full extent of the damage caused by earthquake and fire.

The scandal in the Red Cross distribution of supplies is assuming large proportions. It is reported that three million dollars of the relief fund of twenty million dollars is missing. A movement is on foot to take the relief work out of the hands of the Red Cross Society and place it in the hands of the Citizens Committee.

The conditions in the city of Oakland have become critical owing to the flood of refugees who have sought shelter there. They now number one hundred thousand and the accommodations of the city have been taxed to the utmost. Temporary shelter has been provided, but most of the refugees are compelled to sleep on the ground.

Part of the water supply of the city is contaminated and several cases of typhoid fever have occurred. The medical men fear it will become epidemic and are taking steps to examine and purify the water.

The first estimates of the number of ruined buildings are proving erroneous. The only two Federal buildings left standing are the temporary Custom House at the old Appraiser's Stores on Battery Street and the Post Office Building at Seventh and Market Streets. Both of these, however, have suffered slight damage. The Mint is ruined.

The United States engineers are still engaged in the work of tearing down those buildings which has been condemned as dangerous. To accelerate the work they are using dynamite. Ex-Mayor Phelan is preparing to ask Congress, through the President, to guarantee bonds amounting to two hundred million dollars for the purpose of re-building the city.

## A REIGN OF TERROR.

San Francisco, April 30, 5 a.m.

A reign of terror prevails in many parts of the City. The troops are experiencing difficulty in suppressing the hoodlum element which is daily growing in numbers and boldness. On two or three occasions gangs of these roughs have openly defied authority. Yesterday a small army of these hoodlums invaded the ruins of the St. Francis Hotel on Union Square, the Palace Hotel on Market Street and the Occidental Hotel on Montgomery Street for the purpose of securing loot. They were finally driven off after an exchange of shots with the guards.

To combat this element and afford protection to the public General Greely, pending the arrival of reinforcements, has called upon the Navy to lend assistance. Several detachments have been landed and are now co-operating with the soldiers. Gunboats are patrolling the waterfront. Yesterday a serious raid was made on the ruins of Nob Hill and vicinity by two or three hundred of the looters. At a signal from the troops the gunboats opened fire with shells, killing two of the gang and wounding several.

The prevailing darkness in which the city is placed is heightening the terror. Women and children do not venture out on the streets after dusk. It will be over a week before the lighting system can be restored in any general measure.

Another feature which is causing anxiety is the lunatics who escaped from the State Asylum at Agnews, Santa Clara County, immediately south of San Francisco. Over a thousand of these are at large. Many of them are dangerous. Thus far no violence from them has been reported, but it is apprehended,

## THE CORINTHIAN YACHT CLUB.

## THE CHAMPIONSHIP HEAT.

To-morrow, Sunday, the twelfth club race meeting will be held by the Corinthian Yacht Club for the re-sailing of the heat sailed on the 22nd ult., which resulted in a dead-lock, none of the yachts being able to reach the goal, or winning-post, within the specified time.

Unfortunately when this heat was sailed on that day the weather turned out very poor, from a sailor's point of view, and so it was decided to sail the race again, and this will accordingly be done to-morrow, weather and Jupiter Pluvius permitting, the yacht participating in the race being the following:

*Hibernia* ..... (Mr. Gibson)  
*Artel* ..... (Mr. Thorne)  
*Andromeda* ..... (Mr. McKey)  
*Thecla* ..... (Mr. Craike)  
*Gael* ..... (Mr. M. McIver)

## THE GREAT ERUPTION.

## TERRIBLE SITUATION OF THE PEOPLE.

## MOUNTAIN OF FIRE AND DESTRUCTION.

We take the following telegrams describing the eruption of Vesuvius and the consequences from the Canadian papers. The first dated Naples, April 7th, says—

"Mount Vesuvius is a colossal brazier, and the town of Boscoreale on the southern declivity has been formed into an island of grey ruins. Torrents of liquid fire, resembling in the distance serpents with glittering yellow and black scales, are coursing in all directions, amid rumbling, detonations and earth tremblings, while a pall of smoke that overhangs makes breathing difficult. The streams of lava are resistless. They snap, like pipes, trunks of trees hundreds of years old, and blight with their torrid breath blooms on the peach-trees before the trees themselves have been reached. The molten streams do not spare the homes of the peasants, and when these have been razed they dash into the wells as though seeking to slake their thirst, and having filled them, continue their course down the mountain side.

"Everywhere in the vicinity of the volcano pitiful scenes are witnessed, women tearing their hair in their grief and old men crying aloud at the loss of their beloved homes, and in striking contrast lie the coloured Mediterranean, the violet-hued mountains of the Sorrento Peninsula, and the Island of Capri, in the tranquil sea.

"Artillery carts have been sent to the assistance of the fleeing peasants, and the Duke of Aosta, Cardinal Joseph Prisco and all the authorities, despite the rain to-day, went to portions of the mountain most threatened, in order to succour or comfort the people. Previously Cardinal Prisco ordered special prayers to be said for those in danger. Boscoreale, the village which is most in danger of destruction, is the birth-place of the Cardinal and the home of most of his relatives.

"These personages talked with the peasants in endeavour to pacify them, and the Duke of Aosta was especially active. He explained the means he thought best to save lives and had the engineers and soldiers erect parapets and dig trenches in order to stop the advance, and at times gave an example of his energy by working himself.

"Cardinal Prisco distributed necessities of life to the peasants and even went so far as to give away the rings he wore on his fingers. He repeatedly exclaimed to the frightened peasants: 'Pray, my children; you may be sure God will not desert you.'

"The statue of St. Ann, which was taken to the mountain-side to confront the lava, is frequently moved backward as the tide advances. Considerable apprehension is felt because of the earthquake shocks, which are growing stronger, and are felt even at Castell-Amare, 15 miles south-east of this city. Each shock is accompanied by deep and prolonged detonations.

Ottolano, at the north-east foot of the mountain, is threatened by a stream of lava, and the people are beginning to desert the town. The population of Torre Annunziata, at the south foot, have requested that night-trains be run to the town, and trains are now ready to proceed thither in case of need. Over 2,000 acres of land under cultivation have been destroyed by the eruption.

Signor Matteucci, Director of the Observatory on Vesuvius, still continues to occupy a most dangerous position. New craters have opened at different points on the mountain, but it is impossible to ascertain their number or where they are situated. There have been no fatalities at Boscoreale or elsewhere as a result of the eruption.

A telegram dated the 8th ult. says—

"The hope that Mount Vesuvius was becoming calm was dissipated to-day, when the volcano became more active than ever. The panic has spread to Naples. Two strong earthquake shocks, which shattered window panes and cracked the walls of buildings, were experienced to-day. The entire population rushed to the streets in terror, many persons crying, 'The Madonna has forsaken us!' The end of the world has come!"

"No trace remains of Boscoreale, a community on the southern declivity of the mountain, where, up to forty hours ago, ten thousand persons lived, and Torre Annunziata, on the shores of the Bay of Naples, one mile to the southward, is almost surrounded by the invading lava, and has been evacuated by its 30,000 inhabitants. The people were brought to Naples by trains, street cars, military carts and steamships. Transportation facilities have been sent to Torre del Greco to take away the people. The police and carabinieri are guarding the abandoned houses, and several members of the Government are also there.

"A telegram received from the Mayor of San Sebastiano, a village near the observatory, on the north-west declivity of Vesuvius, says the lava is approaching rapidly, and that the people are terror-stricken. They have been forced for nights without sleep, he says, and are destitute, and

beg that assistance be given them. The work of succour is hampered, owing to the delays to the railway service, which is interrupted by red-hot stones thrown to a height of 3,000 feet, falling on the tracks. As yet it is impossible to count the craters that have opened, and from which streams of lava have flooded the beautiful, prosperous and happy land lying on the south-east shores of the Bay of Naples. The atmosphere is heavily charged with electricity, and now and then the flashes of lightning are blinding, while the detonations from the volcano resemble in sound a terrible dynamite explosion. The churches of the city were open all day on Saturday and Saturday night, and were crowded with panic-stricken persons. Members of the clergy are doing their utmost to calm their fears, but the effect of their arguments goes almost for naught when renewed earthquake shocks are experienced.

"With the danger and horror of the situation aside, Vesuvius presents one of the most splendid sights imaginable. The mountain of fire, whose speech is by detonation, and whose acts are destruction, seems like an enraged giant, determined to make pictures of the people of the earth in the might of his wrath. Here and there on the mountain side stand blasted trunk of pine trees, their branches outstretched as though in protest against the devastation the volcano has wrought. The Duchess of Aosta, who always is found where misery exists, is not sparing herself in her efforts to alleviate distress. The people call her an angel of mercy. Today she took several children and their mothers in her carriage and conveyed them to the Royal Palace, where they will remain until conditions are brighter. The observatory has been destroyed and Signor Matteucci, the director, and the employees had narrow escapes. They passed last night in the darkness safe from the frequent flashes of lightning, as the gas works and electric light plants were also destroyed. The restaurant of the Funicular railroad, too, has been obliterated. Prisoners in jails on the mountain side went mad with terror and mutinied. They were only partially quieted by being brought here. Their fears have been communicated to the prisoners here who may rebel at any moment. The situation is critical.

"Breathing is momentarily becoming more difficult because of poisonous fumes and smoke, while hot ashes which are still falling, tend to make life a burden. Contrary to expectations, the sea has not yet shown signs of being affected by the phenomenon, but fears are entertained that tidal waves may yet come, and many craft have put to sea. Visitors to Naples are avoiding the hotels on the sea front, and the people living there are beginning to leave for higher altitudes."

## COMMERCIAL.

## YARN MARKET.

In their report dated 4th instant, Messrs. Phorza B. Petit and Co. write:—We had anticipated a demand with some improvement in prices in our yarn market when the last mail left, but unfortunately the result turned out otherwise. The recent continued heavy rains in the interior and the consuming districts inundated the country around and caused some panic. Canton and Honan and other adjacent villages are under two feet of water. The creeks used by boats going to Kamchuck and other places have overflowed to such an extent that the country for miles around is one sheet of water, only the tops of trees, tops of the houses, and hills being visible. The rise of the tide in the West River is abnormal; the Chinese never expected the exceptional rise at this time of the year. Rice crop threatens to be a total failure and a very big rise in price is anticipated. Here in Hongkong several of the Chinese dealers are, it is reported, afraid to make purchases owing to the above-mentioned reasons, and importers are forcing the market, hence business reported is insignificant and for immediate requirements only. Those of the foreign merchants, who were not willing sellers, in the hope of a rise, re-purchased some cheap lots during the first few days of the fortnight simply to re-sell them at a profit when a suitable opportunity occurred. Others again are not selling their holdings at very low current rates, as they anticipate a rise. Clearances during the period are too small compared with the same time in the previous years, and Chinese and foreign merchants all unanimously declare that they have not seen, for the past twenty years, such bad times. Prices of some

goods are not quoted in this circular as it is hard to state at what price, the particular chop can be sold.

Advice from the Northern Ports are also adverse to our local market. A huge Chinese failure with big liabilities is reported in Newchwang. The Japanese are the masters of the field. The Russian Railways also have, as it were, conspired to make matters worse. These Railways pay high wages to labourers working on the line and that depresses the industrial market of its weavers. For the present, flatness is the main feature of the markets there. From many quarters hopes are, however, entertained of an early revival.

The market closes dull and quiet.

No. 20.—A satisfactory business is reported in this count, compared with the sales of other counts.

No. 16.—A few threads changed hands for the Northern market.

No. 12.—Some forced sales were effected at a decline of \$1 to \$2 per bale.

No. 10.—Sales insignificant, and for immediate requirements only; prices show a decline of \$1 to \$2 per bale.

No. 6.—Only one thread (10 bales) changed hands; others are out of favour.

Sales during the past fortnight comprise about 10 bales of No. 6s; 65 bales of No. 10s; 10 bales of No. 12s; 30 bales of No. 16s; and 1,15 bales of No. 20s; in all about 1,650 bales.

Arrivals per steamer *Lightning* (from Calcutta), and *Tieutin, Tristis and Dougla* (from Bombay) of about 8,455 bales for this port and about 17,800 bales for Shanghai.

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	12th May.	
GLASGOW and LIVERPOOL	"HYSON"	12th	"
GLASGOW and LIVERPOOL	"GLAUCUS"	17th	"
GLASGOW and LIVERPOOL	"RHIMEUS"	22nd	"
GLASGOW and LIVERPOOL	"IDOMENEUS"	23rd	"
GLASGOW and LIVERPOOL	"AJAX"	31st	"
GLASGOW and LIVERPOOL	"MEMNON"	7th June.	
GLASGOW and LIVERPOOL	"STENTOR"	7th	"

## HOMeward.

FOR	STEAMERS	TO SAIL	
AMSTERDAM, LONDON & ANTWERP	"BELLEOPHON"	8th May.	
GENOA, MARSEILLES & L'POOL	"CALCHAS"	20th	"
AMSTERDAM, LONDON & ANTWERP	"NOVUNE"	22nd	"
AMSTERDAM, LONDON & ANTWERP	"MAISON"	5th June.	
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	10th	"
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th	"

The S.S. "Bellerophon" left Shanghai on the morning of the 3rd inst., and is due here on the afternoon of the 8th.

Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FROM	STEAMERS	TO SAIL	
VICTORIA, SEATTLE, TACOMA, and	"TYDEUS"	16th May.	
all PACIFIC COAST PORTS, <i>vid</i>			
NAGASAKI, KOBE and YOKOHAMA	"STENTOR"	10th June.	

## WESTWARD.

FROM	STEAMERS	TO SAIL	
TACOMA, SEATTLE, VICTORIA and	"YANGTSE"	25th May.	
PACIFIC COAST	"KEEMUN"	16th June.	

For freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th May, 1906.

## CHINA NAVIGATION CO., LIMITED.

## FOR

	STEAMERS	TO SAIL	
FOOCHOW	"YUNNAN"	6th May.	
YOKOHAMA and KOBE	"TSINAN"	7th	"
CALLAO (PERU)	"SHANTUNG"	8th	"
MANILA	"TEAN"	8th	"
CHEFOO, TSINGTAO and NEWCHWAIG	"KALGAN"	9th	"
SHANGHAI	"KWANGSE"	11th	"
CEBU and ILOILO	"SUNGKIAH"	15th	"
ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE	"TSIMAN"	30th	"

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th May, 1906.

## HONGKONG—MANILA.

Highest class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 12th May, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 19th May, at Noon.

For freight or passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 5th May, 1906.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With liberty to call at the Malabar Coast.)

About

"RAMSAY"..... 20th May.

For freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 26th April, 1906.

Insurance.

## NOTICE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.  
The undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & CO.,  
Hongkong, 28th May, 1906.

Hongkong, 20th September, 1905.

THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 24th April, 1906.

THE PUBLIC are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than 25c per copy.

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## A ZULU WAR-DANCE.

The war-dance is numbered among the dying ceremonies of the South African natives. By the time the little naked Kaffirs now playing around the brown kraals and on the sunny hillsides of Natal and Zululand have reached middle-age, there will exist but memories of those ancient and stirring martial displays. Governments years ago forbade the assembling of natives in large numbers to indulge in prolonged and exciting dances and demonstrations, and police patrols often failed to see anything but law-breaking even in limited gatherings of dark-skinned, lithe-limbed descendants of historic warriors. So war-dances fell rapidly into desuetude, and to-day they have lost almost every vestige of their former significance. Their present stage may be termed the pecuniary: the natives have to be paid for dressing and for taking part in the dance. But when a bargain has been struck with a chief, and an "impi" brought together, it is remarkable how quickly the old warlike spirit is manifested. Once the dance has commenced, there is little probability of its being carried through in a lifeless, apathetic manner. Old men and young, and women, too, immediately catch the enthusiasm of the rapid movements, the shouting, and the chanting, and often marvellous is the resulting exhibition. The Kaffirs had different dances for the celebration of definite seasons and of special events. Some of them are sternly prohibited, however small and private they may be, and for permitting or participating in this class heavy penalties are imposed. Among the tribes in Cape Colony there yet linger a few of the old and forbidden dances, which, however, have been seldom viewed by white men of the present day. Among the Mathabes and the Zulus war-dances may yet be witnessed on a large scale, and with much of their pristine form and fervour. In Natal, as well as in Zululand, the authorities offer no objection to a dance, though taken part in by many hundreds; the cost is now the principal obstacle in the way of an appropriate presentation of the interesting spectacle.

The writer had the privilege of being present, not long ago, at the largest war-dance that has taken place in Natal for many years. It was attended by several hundred more Zulus than appeared recently before the members of the British Association, and was far more elaborate and imposing than that recent function. Being in honour of the Governor of Natal, what the preliminary arrangements with the chief were the writer never learned; only knows that they were sufficient to provide a whole day's entertainment brimful of excitement and of novelty. The dance took place at Teteleku's kraal, which, in appearance not unlike a cluster of huge beehives, occupies a breezy hillock about due south from the capital of the Colony. Pietermaritzburg. Teteleku, the chief, has since died. So steep were the hills that ponies even by judicious "tacking" like yachts contending with adverse winds were unable to reach the summit, and most of the journey from the city to the kraal had to be performed on foot. On gaining the kraal the visitors were met and welcomed by the chief, a powerfully-built man about sixty years of age, over six feet in height, and as straight as a soldier. His skin was intensely black, and his sole dress a kilt composed of the tails of baboons. Only the chief, the women, and the children were visible. The men folks were preparing elsewhere for the great proceedings of the day. The chief's residence consisted of seventeen large thatched huts, which described a wide circle round that most important portion of a Kaffir village—the cattle-kraal. The latter at Teteleku's was a fairly large court or paddock, surrounded by a four-foot wall. Into it at night is driven for protection from thieves and from wild animals, the general live stock of the community—horses, cattle, sheep, goats and pigs. In that enclosure takes place the principal part of the more important class of ceremonies; and it was within it that most of the day's dancing, spear-fighting and "side shows" were carried on. Teteleku it should perhaps be explained, was not a "big chief" and so had not been able to extensively patronise the matrimonial market. His family at the time of the dance, one of his sons, a dark-skinned Adonis, informed the writer consisted of fifteen wives and—mark the dublety—about one hundred children.

While the visitors were exploring the dark interiors of the huts, attested by a ghastly representation of Teteleku's hundred, from among the hills in the distance were heard the deep, rolling tones of men's voices. The warriors of the tribe had that morning assembled at a village two miles away and there had arrayed themselves for the dance. About a thousand men took part in the proceedings. They were seen winding in a long, broad band across the hills, a wonderful mingling of dark bodies, white plumes, and ox-hide shields. They were singing and chanting a wild war-song, and the immense volume of crashing sounds, rising and falling on the still air, resembled nothing so much as the angry breaking of billows on rocky shore. As the black and white masses drew near the singing merged into a hoarse roar, and not a few of the lady visitors had turns depicted on their features as they fully observed the wild-eyed, fiercely-gesticulating throng. The Zulus had already worked themselves into a state of real or simulated frenzy. Here and there individuals rushed from the ranks, brandishing their shields and sticks, leaping high in the air and yelling with demon-like ferocity. From the main body, on each side, the famous enveloping Zulu "horns" were thrown out, so as to surround, and engulf, as it were, Teteleku's kraal and all that it contained. Many of the visitors were thankful that day that the Natal Government has disallowed natives carrying assegais. Had the thousand shouting rushing warriors carried the gleaming, formidable South African weapon, many of the visitors assuredly would have fled down the hillsides and back to Pietermaritzburg. We had but witnessed the be-

ginning of what might have taken place had the hands of the clock of time then put back hundred years or more. Readers may remember that during the Zulu war, on the awful field of Isandlwana, in particular, the "impi's" horns were gradually extending on each flank of the British army, until they met in the rear and the army was thus surrounded. That morning we had a perfect illustration of the Zulu methods of capturing a kranal or an army, but, after we had witnessed a similar pressing upon us on all sides, and to judge by language, look, and gesture, just about to annihilate each and all—his Excellency, indeed, the tactics changed; and the men filed quietly into the cattle kraal, where they formed one solid circle of dark and splendid humanity. Their skins, embracing in colour many hues of brown and different shades of black, possessed the smoothness, the softness, and the lustre of velvet. Circles of long, white wool were worn near the ankles, below the knees, on the arms, around the middle, and on the head.

Throughout the long day the performance went on of dancing, in the true sense, there was none. The men sang, stamping in unison with their feet, and circled around the kraal, holding their shields and shaking their all too innocent weapons. When tired up, individuals stalked about in the small open space in the centre, evidently challenging some of the number to combat. Now and again they would make sudden dashes at one of the warriors, who would meet the charge with motionless indifference. Nothing that was witnessed within the kraal during the day could compare with the magnificent spectacle the warriors presented as they rapidly descended on the field. The shouting and singing, the stamping of feet, and the challenging were terminated about a score of young women, all daughters of the chief, entering, and slowly half-dropping, half-gavotting around the kraal. Ladies' dresses are frequently too bewildering for a mere man to attempt their description; but if silence is here maintained with respect to the Teteleku damsels, it does not follow that it is because their attire was overwhelmingly profuse. Then the chief made his state entry. His get-up was remarkable. He wore from head to foot the dressed skins of the baboon, the wild cat, and the silver jackal. Four a huge cap of silver for descended over his face broad strips of the same, so that his features were unrecognisable. He delivered a lengthy oration, alluding to the glorious days of the past, to the British Empire and its august Sovereign, and to that Sovereign's representative present with them that day. The speech apparently was both stirring and eloquent, as it called forth continuous shouts of approval, and these by no means died away when a minor chief, or wise man (he wore the insignia of his all), stepped into the arena and chanted the praises of their chief, the grand and heroic Teteleku. But the sun was now striking with a ruddy glow on the peaks and cones of the distant Drakensberg mountains, and the time was approaching when we must return to the little village in the valley below. The kraal was cleared of the warriors, and a small herd of cattle was driven galloping through the gates. This was the finale, and the men and maidens, Teteleku's followers and their friends, were now to enjoy long-deferred and well-timed refreshments. Men carrying assegais went among the cattle, and in a few minutes every one had received a fat slab. The fat-laden bullocks were divided among the people, and the work of preparing supper commenced immediately. Little groups of eight or ten men were formed and every one had his own fire brightly blazing. The cooking of the meal was a rapid and easy process. Each man, proceeding to a specified ox, took his turn in cutting from the carcass a piece of flesh to suit his own particular desires and necessities. The flesh was broiled, or partly broiled, and right merrily were the kneeling and squatting savages round the fires. More than half a dozen before the Upingtons (the white people) reached Pietermaritzburg, and dusk had fallen. But the dim hillock to the south was lit up by innumerable points of fire, showing that Teteleku's men were still purring their revels. *Full Mail Gazette.*

## CHINAPOLY.

## Arrivals.

Borneo, Ger. ss., 3,434, F. Simbill, 4th May, ——-and 29th April, Timber and Gen.—B. & C.  
Hainan, Fr. ss., 3,271, J. Andersen, 1th May, ——-Pakhoi 1st May, and Hainan 3rd May, Ger. R. M.  
Helene, Ger. ss., 77, J. J. Jesen, 6th May, ——-Swatow 1st May, Gen.—J. & Co.  
Laiet, Ger. ss., 1,340, J. B. Jackson, 23rd April, ——-Saigon 19th April, Ballast.—Chine.  
Sandakan, Ger. ss., 1,479, W. W. Miller, 5th May, ——-Bangkok 28th April, Rice.—M. & Co.  
Enron, Lucy, Ger. ss., 1,159, G. Cornard, 4th May, ——-Saigon 1st April, Rice and Gen.—S. & Co.  
Leyte, Ger. ss., 1,021, Mangelidorff, 30th April, ——-Bangkok 13th April, Rice and Gen.—M. & Co.  
Rein, Nor. ss., 726, N. Matheson, 3 th April, ——-Bangkok 22nd April, Rice.—Chinese.  
Saint Bride, Br. ss., 2,514, W. Nicoll, 20th April, ——-Cardiff 8th May, Gen.—Coal.—Government.  
Seneca, Br. ss., 2,200, Grimes, 2nd May, ——-Kobe via Shanghai 28th April, Gen.—S. & Co.  
Shantung, Br. ss., 1,400, Jno. Robinson, 27th April, ——-Canton 26th April, Coal.—B. & S.  
Sunking, Br. ss., 987, G. H. Pennefather, 25th April, ——-Iloilo 20th April, Sugar.—B. & S.  
Tartar, Br. ss., 2,768, W. Davison, R.N.R., 4th May, ——-Vancouver 3rd April, and Shanghai 23rd April, Gen.—B. & S.  
Team, Br. ss., 1,346, Sommerville, 4th May, ——-Cant 1st May, Gen.—B. & S.  
Terrier, Nor. ss., 1,008, H. Nilsen, 29th April, ——-Iqil 24th April, Sugar.—Kwong Tuk.  
Tjilatjap, Dut. ss., 2,474, H. Koops, 30th April, ——-Macassar and Batavia 22nd April, Gen.—J. C. L.  
Tsinan, Br. ss., 1,410, C. L. Lindbergh, 1st May, ——-Sydney 7th April, Gen.—B. & S.  
Zaita, Br. ss., 2,955, A. M. Rait, 4th May, ——-Rangoon via Straits 25th April, Gen.—Order.

## HOCK METUP NS

## HONGKONG AND WHAMPON DOCKS.

U.S.S. Barry..... at Whampoon Dock,  
U.S.S. Bainbridge.....  
Brand.....  
Alta.....  
Loongwo.....  
Sunkingang.....  
Kumsang.....  
Fame.....  
U.S.S. Monadnock.....  
Linton.....  
Amiral de Beaumont.....  
Haiphong.....  
Heim.....  
Cosmopolitan.....  
Terrier.....  
Aberdeen.....  
Thyra.....

SHANGHAI, 26th ult.  
Sishan..... International Dock.  
Chinhu..... New  
Wai Yuen..... Old

## Ships Passed The Canal.

3rd April—Bennetti, Lao, Palawan, Prins Heinrich St. Bede, 7th April—Nippon, Caledonia, Duson, Goshwar, Princess Alice, 11th April—Andalucia, Uabis, Samaria, St. George, 17th April—Achilles, Bembridge, Benlomond, Glauces, Hyson, Oceanian, Roon, Vorone, Schuykill, Nithsdale, Abersour, Glenstrae, St. Eustat, Timhow, 21st April—Buyer, Peshawar, Rhetus, Salas, Klev, Aclla, Hellip, Rasther, 25th April—Clenesk, Kirk, 28th April—Alcineus, Barlong, Formosa, Idomenus, Tonkin, 31st May—Ambla, Palma, Pela, Pera, Preusin, Sazonia, Telemachus, Benavon, Yunnan, for Fouochow.

Departures, May 5.  
Devanha, for Europe.  
Zofra, for Macao.  
Pika, for Saigon.  
Neumuhlen, for Rangoon.  
Pakhoi, for Bangkok.  
Thyra, for Batavia.  
Hainan, for Hoitow.  
Glenchay, for Shanghai.  
Stamp, for Canton.

Arrivals at Hongkong—3rd April—Bechuan, Antwerp, Brugavia, Zliten, Indrajura, 7th April—Pathan, Taurane, 11th April—Ping Szei, Kowang, St. Ophach, Penaray, 14th April—Sumatra, 17th April—Princess Alice, Spezia, St. Bede, 21st April—Cedron, Bonfart, Oceanian, 25th April—Andramayo, 28th April—Achilles, Sambla, 28th April—Rufina, 1st May—Glenstrae, St. George.

Sultana, for Calcutta.  
Pocasset, for Japan.  
Hongke, for Amoy.  
Bennetti, for Japan.

Passengers arrived.  
Per Hallum, from Hoitow—Mr. and Mrs. Davies.  
Per Haimur, from Coast Ports—Mr. and Mrs. Sutherland and 2 children, and 142 Chinese.  
Per Eastern, from Australian Ports for Hongkong—Mr. and Mrs. C. R. Kirkby, Dr. and Mrs. Houston, Miss Bonton, Mrs. Woodley, Mrs. and Miss Dunn, Mr. T. D. Greenwood, Mr. and Mrs. H. S. Holt, Messrs. O. Capper, E. Prince, Misses M. Jones (2), Mr. F. Jones Jr., and Miss Manahan, for Japan—Mrs. and Miss Blomfield, Major-General "Uncle" Messrs. N. J. Blake, W. J. Evans, Mr. and Mrs. W. H. Higgins, Mr. and Mrs. I. P. Lee, Mrs. Foreman, Mrs. May, Miss Campbell, Mr. S. J. Edwards, Mr. and Mrs. Clarence Bridge, Messrs. Jeffries, J. W. Ut, 210 Chinese, and 1 Japanese.

Per Emma Luyken, from Saigon—150 Chinese.

Per Sandakan, from Bangkok—Mons. Emile Roy (French Consul, Bangkok).

Shipping Report.

Str. Elizabeth Rickmers from Kobschachang 25th May, 1905.

Str. Amoy, Straits and Rangoon—Per Zalda, 7th May, 1905.

Str. Amoy, Amoy and Foochow—Per H. A. Miller, 10th May, 1905.

Str. Asia, from Amoy—Per T. K. M., 15th May, 1905.

Str. Empress of China, Vancouver—Per P. C. P. Co., 22nd May, 1905.

Str. Mongolia, San Francisco—Per Astoria, 27th May, 1905.

## Steamers Expected.

Vessels	From	Agents	Due
Ischia	Singapore	C. & Co.,	May 6
Siberia	Shanghai	P. M. Co.,	May 7
Sachsen	Shanghai	M. & Co.,	May 7
Willehad	Manila	M. & Co.,	May 7
Roon	Colombia	M. & Co.,	May 7
Loisang	Singapore	M. & Co.,	May 7
Andalusia	Singapore	H. A. L.	May 10
America Maru	Japan	T. K. M.	May 16
Mongolia	Vancouver	C. P. C. Co.	May 22
Dragon	San Francisco	P. M. Co.	May 27
	Astoria	P. & A. Co.	May 27

HONGKONG			
Action-Adams, Mr.	Harrin, F.	Henley, Dr. and Mrs.	
Mrs.	C. M.	Baldri, Mr.	
Arnold, J.	Hill, P.	Hewitt, Mr. and Mrs.	
	E. A.	Batiscombe, H. G.	
Baird, Mr.	Hollingsworth, Mr. &	Beattie, R. B.	
Baird, Mr. and Mrs.	Mrs. Humphreys, W. M.	H. F.	
Bell, R. N., Engr.	Hunt, E. B. K.	Hunter, R.	
Bell, R. N., and maid	Innes, Capt. R.	Innes, Capt. R.	
Birbeck, R. J.	Jackson, Mrs. J. W.	Jokl, J. P. F.	
Bishop, L. C.	Katch, E. A.	Kerr, F.	
Bisney, Mr. & Mrs. S.	Knox, Mr. and Mrs. L.	Knox, Mr. and Mrs. L.	
Bisney, Miss.	Laing, A. H.	Linton, K.	
Bisset, W. S.	Lattor, K.	Lee-Jones, J. W.	
Brighton, F. G.	Lattor, K.	Marriott, Dr. O.	
Broughall, L.	Le-Jones, J. W.	Martin, R. R.	
Brunschw, Edm.	Le-Jones, J. W.	McDonald, W. J.	
Callan, F. W.	Le-Jones, J. W.	McRitchie, D. G.	
Chatham, Hon. & Mrs. W.	Miller, P. L.	Miller, P. L.	
Chatham, Miss	Moore, Dr. W. B. A.	Moore, Dr. W. B. A.	
Clark, M. O.	Newbom, R. H.	Newington, A. G.	
Clark, T. C. and infant	Newton, R. H.	Nicholls, E. A.	
Clarke, Mr. and Mrs. T. W.	Officer, C.	Officer, C.	
Clegg, R. N., Eng. Lt.	Orliffe, M. A.	Orliffe, M. A.	
and Mrs. H. L.	Ord, Capt. M. A.	Ord, Capt. M. A.	
Colvin, H. E.	Packer, B. L.	Parker, W.	
Combe, G.	Parfitt, W.	Parfitt, W.	
Cook, A. H.	Patey, Mrs. E. O.	Patey, Mrs. E. O.	
Cruickshank, A.	Penke, W.	Penke, W.	
Davey, E.	Perkins, Mr. and Mrs.	Perkins, Mr. and Mrs.	
Davies, F. O.	Perkins, Mr. and Mrs.	Perkins, Mr. and Mrs.	
Deane, Mrs. and Miss	Perkins, Mr. and Mrs.	Perkins, Mr. and Mrs.	
Donald, R. H.	Perkins, Mr. and Mrs.	Perkins, Mr. and Mrs.	
Doolittle, F. H.	Perkins, Mr. and Mrs.	Perkins, Mr. and Mrs.	
Douglas, Capt. & Mrs.	Perkins, Mr. and Mrs.	Perkins, Mr. and Mrs.	
Dowley, Mr. and Mrs.	Perkins, Mr. and Mrs.	Perkins, Mr. and Mrs.	
W. A.	Roach, Mrs. J. S. and	Roach, Mrs. J. S. and	
Downing, Mr. and Mrs.	child	child	
T. C. and infant	Rowcroft, Major	Rowcroft, Major	
Dulon, Mr.	Scott, Mr. and Mrs. J.		

Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON,  
HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

The S.S. "POLYNESIEN,"  
Captain Broc, will be despatched for  
MARSEILLES on TUESDAY, the 15th  
May, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports and for Australia with  
prompt transhipment at Colombo.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:-

S.S. CALEDONIE V ..... 29th May.  
S.S. SALAZIE ..... 12th June.  
S.S. OCEANIEN ..... 26th June.  
S.S. TOURANE ..... 10th July.  
S.S. TONKIN ..... 24th July.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th May, 1906. [11]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
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AND GENERAL COMMISSION  
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P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

REASONABLE PRICES,  
Hongkong, 7th March, 1905. [51]

### Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75

WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50

PORT WINE, INVALIDS	12.00
" DOURO	13.75

SHERRY, AMOROSO	20.00
" LA TORRE	16.00

BENEDICTINE, D.O.M.	40.50
THE ABOVE EXCLUSIVELY SHIPPED TO	

SIEMSEN & CO.,  
HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]

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ESTABLISHED 1859.

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GENERAL HOUSEHOLD

REQUISITES,  
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KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 10th May, 1905. [49]

### SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOUR & CO. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	10,000	\$125	\$125	\$1,000,000 \$9,500,000 \$20,000 \$2,735	\$1,699,777	\$1.15 div. and \$1 bonus @ ex. 20/9/16 \$26.87 for 2nd half-year 1905	5 %	\$860 London £40
National Bank of China, Limited	99,925	\$7	\$5	\$150,000	\$74,099	\$2 (London 3/6) for 1903	...	\$38
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	5 %	\$355 buyers
China Traders' Insurance Company, Limited	24,000	\$33.33	\$25	\$1,000 \$1,000 \$10,000 Tls. 50,000	\$466,391	\$3 for 8 months ending 1/12/1905	41 %	\$93 ex div.
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,000,000 \$10,000	\$1,302,953	Final of 7/6 making 15/- for 1904	51 %	Tls. 90 sales
Union Insurance Company of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$40,000 \$111,131	\$12,722.71	\$3 for 1905	4 %	\$775 b. ex div.
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$153,814	\$150,134	\$12 and \$3 special dividend for 1904	84 %	\$175
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$229,483	\$344,018	\$6 for 1904	7 %	\$186
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$60	\$1,000,000 \$1,221,928	\$422,618	\$25 for 1904	8 %	\$305
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$16,000 \$261,383	\$6,563	\$18 for 1905	8 %	\$19
Douglas Steamship Company, Limited	20,000	\$150	\$50	\$1,000,000 \$250,000	Nil.	\$3 for year ended 30.6.1905	84 %	\$40
Hongkong, Canton & Macao Steamship Co. Ltd.	50,000	\$15	\$10	\$1,000,000 \$154,331	\$21,020	\$1 for 2nd half-year making \$2 for 1905	8 %	\$25
Indo China Steam Navigation Company, Limited	10,000	\$10	\$10	\$1,000,000 \$241,150	\$4,434	12/- @ 1/10 = \$6,29,51 for 1904	63 %	\$92
Shanghai Tug and Lighter Company, Limited	200,000	\$50	\$50	\$1,000,000 \$40,000	Tls. 2,115	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 buyers
Stell Transport and Training Company, Limited	1,000,000	\$1	\$1	\$1,000,000 \$14,144	\$107,815	Final Tls. 14 making Tls. 38 for 1905 1/- (Coupon No. 6, for 1905	7 %	Tls. 50 buyers 27/-
Star Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$22,257	\$929	\$1.80 for year ending 30.4.1905 \$0.90	54 %	\$33
Safe Tug and Lighter Company, Limited	10,000	\$15	\$10	\$1,000,000 \$30,470	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	10 %	Tls. 40 sales
<b>REFINERIES.</b>								
China Sugar Refinery Company, Limited	30,000	\$100	\$100	\$1,000,000 \$46,129	\$40,914	Final of \$15 making \$25 for 1905	43 %	\$175 sellers
Luzon Sugar Refining Company, Limited	2,000	\$100	\$100	None	\$1,32,588	\$1 for 1897	...	\$25
Perak Sugar Cultivation Company, Limited	7,000	\$15.50	\$10	\$1,000,000 Tls. 100,000	Tls. 37,233	Tls. 24 for year ending 30.6.1904	...	Tls. 85 sales
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$1,000,000 \$26,011	\$13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	13 %	Tls. 10 b. ex div.
Central Consolidated Mining Company, Limited	100,000	\$10	\$10	None	G. \$9,050	Final of 50 cents making G \$1 for 1905	64 %	G. \$16
Abu Australian Gold Mining Company, Limited	50,000	\$1	\$1	None	\$1,8745	No. 12 of 1/-=48 cents	...	\$8 sales
<b>DOCKS, WHARVES &amp; GODDOWNS.</b>								
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	\$1,000,000 Tls. 1,000,000	\$13,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 119
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$70,000	\$8,915	\$2 for 1905	91 %	\$22
Hongkong & Kowloon Wharf and Godown Co. Ltd.	40,000	\$10	\$10	\$1,000,000 \$20,000	\$20,040	Final of \$31 making \$6 for 1905	51 %	\$105
Long, Long and Whampoa Dock Company, Ltd.	10,000	\$10	\$10	\$1,000,000 \$29,000	\$36,232	\$6 for second half-year making \$12 for 1905	74 %	\$164
New Amoy Dock Company, Limited	10,000	\$10	\$10	\$1,000,000 \$16,160	\$2,221	\$1 for 1905	6 %	\$17 buyers
Shanghai and Hongkew Wharf Company, Limited	20,000	Tls. 100	Tls. 100	\$1,000,000 \$15,0765	Tls. 57,65	Final of Tls. 8 making Tls. 14 for 1905	61 %	Tls. 225 nom.
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$1,000,000<br				